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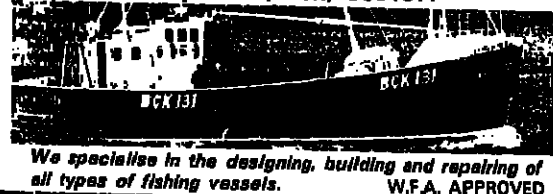
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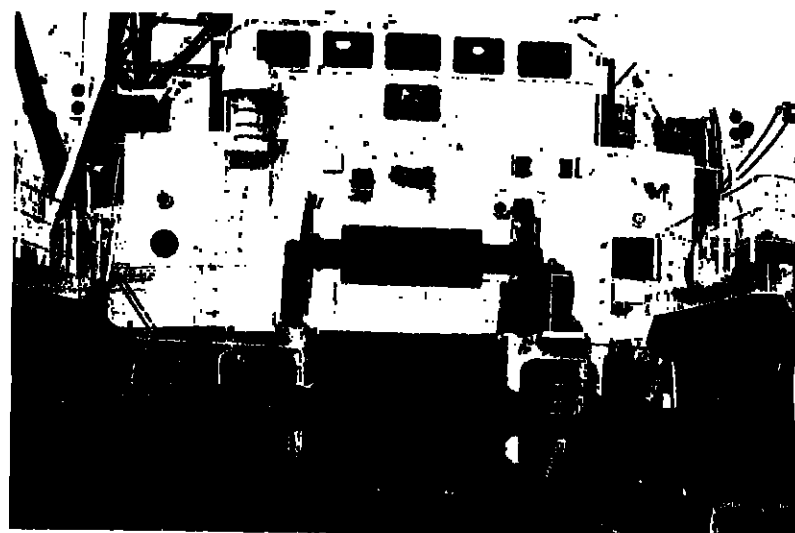


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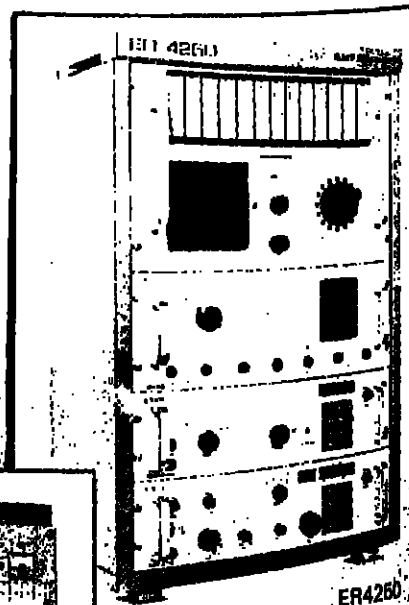
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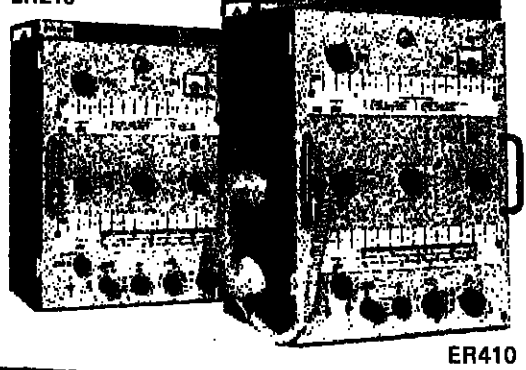
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fishing news

April 7, 1978

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Scots inshore chief warns trawler firms: KEEP AWAY FROM OUR GROUNDS!

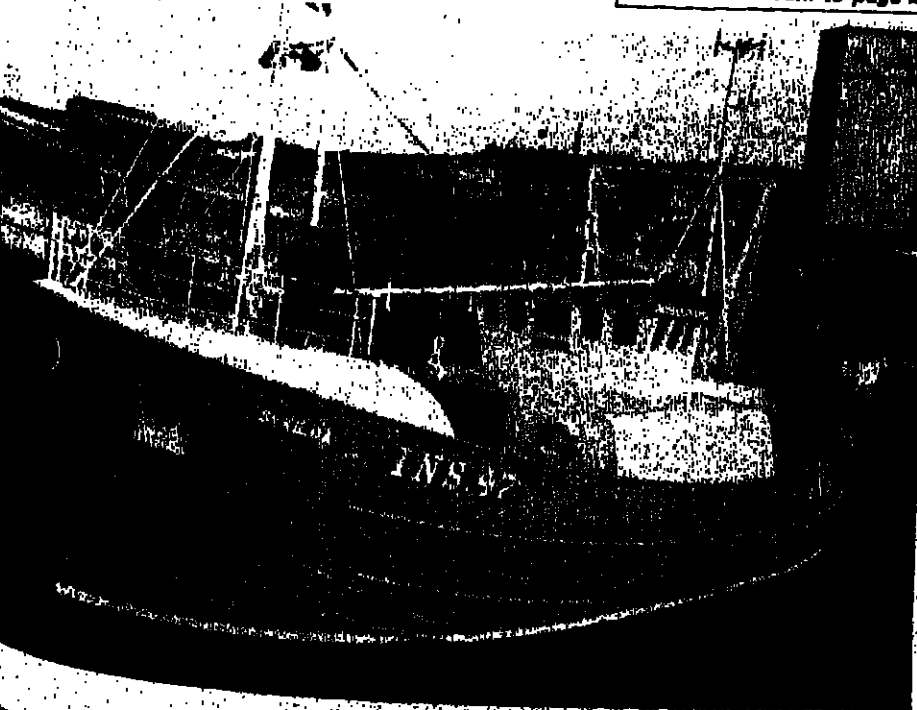
A WARNING SHOT was fired across the bows of the deepsea trawler owners by the inshore industry in Scotland last week. Big trawler companies were told to halt their encroachment on inshore fishing "with an unplanned building programme".

Speaking at a dinner given by the Pittenweem Fishermen's Association in Anstruther last Friday, Gilbert Buchan, the newly-elected president of the Scottish Fishermen's Federation, said that big companies with vessels displaced from third country waters were well into an inshore boat-building programme.

"Big capital and high finance are, therefore, creating an additional problem in a sea which we must all acknowledge has been very badly overfished," Mr. Buchan signalled the perils of the ways for inshore and deepsea fishing interests when he said: "The gloves must come off at this point and a demand made that the strictest control be immediately exercised to prevent any further escalation of the deepsea fleet into inshore waters".

'St Kilda' sails

"SHE'S A magnificent boat from the finest of builders", said Skipper John Thomson when he took delivery of St. Kilda below. The 80ft. seiner-trawler, which has now started fishing, has been built as a replacement for Horizon by Herd and Mackenzie of Buckle. More details in Fishing News soon.



New bid for CFP

EEC MINISTERS are to make another attempt to reach agreement on a Common Fisheries Policy. A meeting has been scheduled for April 24.

In the weeks leading up to this meeting extensive bilateral talks are planned aimed at ironing out problems before Ministers get to the negotiating table.

British Minister of Agriculture and Fisheries John Silkin — adamant that his position had not changed in any way — nevertheless

welcomed efforts by EEC Fisheries Commissioner Finn Gundelach to get the deadlock negotiations going.

Despite an abortive meeting in Luxembourg earlier this week, Mr. Silkin felt that there had been some movement towards Britain's position.

Mr. Gundelach said that the Commission had undertaken to iron out the difficulties.

While Mr. Silkin wanted British fishermen to recoup their losses at a faster rate than other EEC fishermen, Mr. Gundelach said that this would offend acknowledged Community principles.

So far the Community has failed to ratify reciprocal agreements with Norway, Faroe and Sweden. With a deadline of April 16, there are fears that these countries will end the arrangements.



At the Pittenweem Fishermen's Association dinner in Anstruther last week are (left to right): Mr. J. F. Inray, immediate past president of SFF; Ian Bowman, president of the Pittenweem Association; and Gilbert Buchan, S.F.F. president.

building programme". Mr. Buchan also called for a close watch on industrial fishing. "What is the sense of any conservation or fish management proposals if we continue to have the eternal destruction of immature human consumption species by industrial fishing?"

"I believe that until we restore the balance of nature the problem will remain. All we do is nibble at it while the destruction of the North Sea goes on".

Recognising that industrial fishing for mackerel, sprats, pilchard and blue whiting is a growing part of Scottish operations, Mr. Buchan said that, perhaps, this was a new way of life which we must get used to. A new breed of

Turn to page 21



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COOLING TANKS AND LENGTHENING

... Pursuers get the treatment

TO KEEP their catches in top condition more Scottish purse seiners are being fitted with refrigerated seawater tanks. Also, some are also being lengthened to increase carrying capacity.

Karmoy Mek Verksted in Norway is modifying the 80ft. Maidens vessel *Pathfinder* and the 88ft. Shetland boat *Serene*. She is being lengthened by six metres and fitted with a Kvaerner model 92/8E RSW plant, which will be able to cool 89 tons of sea water in her tanks in four hours.

Pathfinder will not be lengthened, but will be given a full length deck shelter and a Kvaerner 92/8D RSW plant.

The Bathysse shipyard at Maloy, Norway, is lengthening the 86ft. Shetland pursuer *Wavercrest* and fitting her with a shelter deck and Kvaerner RSW system.

A Promac RSW system is to be fitted at the Maaskant yard in Holland to the Gardenstown pursuer *Convallaria*.

The 85ft. Gardenstown pursuer *Flowing Tide* has also gone to the Maaskant yard to be lengthened by six metres and fitted with RSW tanks.

UK agent for Kvaerner is Scandinavian Marine Sales of Glasgow, while Morep Ltd. of Halifax is agent for Promac. Both firms report that other vessel owners are showing a keen interest in cooling systems.



Flowing Tide — being lengthened by six metres to fit RSW tanks.

'No hope' for EEC meeting

NORMAN Godman, Labour candidate for South Angus, claims that agreement between EEC fisheries ministers will not be reached at their meeting this month.

Speaking in Arbroath, Scotland, Mr. Godman said he felt that considerable progress would be made towards a revised community fisheries policy at a meeting scheduled for May.

FILM FUND RAISED

THERE has been a swift reaction at Milford Haven to the town council's decision not to buy a documentary film on the local trawler *Pictou Sea* for £250, because of its "excessive expenditure".

Walter Whitfield, a local fish merchant, decided to begin a fund. By last week it had already jumped to more than £100.

He hopes to buy the film and keep it available for the use of the owners of *Pictou Sea*, and for the local community. He said he was angry and upset when he read of the council's decision and that he had taken out on the town's fishing grounds.

The main part of the film is a 5-day trip to the fishing grounds.

SCOTLAND CALLS FOR 'UNITY'

AFTER ALL the negotiations with the Government we still do not know who talks for the British fishing industry. This is because we have failed to unify the industry, said Jim Lovie, chief executive of the Scottish Fishermen's Organisation, in Anstruther last week.

Mr. Lovie was speaking at a dinner organised by the Pittenweem Fishermen's Association to mark the annual general meeting of the Scottish Fishermen's Organisation held in nearby Anstruther.

At the meeting Gilbert Buchanan was named as the new SFF president, with Skipper Willie Hay as vice-president.

With all the big guns of the Scottish industry lined up at the dinner, Mr. Lovie exhorted fishermen's leaders not to kick each other's heads in public. "We must decide subjects such as quotas in private."

Mr. Lovie acknowledged that fishing is still on a good wicket, but we must continue to look at the other side of the industry. "We must look at processing and housewives' reaction. Resistance to fish is really coming through from the consumer," he warned.

Turning to the role of producer organisations, Mr. Lovie said that it was a new wing of the industry. The associations were established first, but both had to work together.

Our mission in life should be to keep the industry free and independent, said Skipper Willie Hay, president of the Scottish Fishermen's Federation.

hoped the Government would not make PO stand for Police Organisation.

Welcoming the executive-committee of the SFF, Ian Bowman, president of the Scottish Fishermen's Association, said that the dinner provided a good opportunity for local men to discuss the problems of fishing with the men who represented them. "Unity is important and it can only be built on trust," said Mr. Bowman.

The word 'unity' dominated almost every speech. Mr. W. F. Anderson of the Clyde

Fishermen's Association said that sticking together is the only way to survive this difficult period.

The Government keeps talking about quotas, but it must be a viable quota. Discarded fish is a big problem and defeats the whole objectives of quotas, said Mr. Anderson.

A big breakthrough in communications between Scottish fishermen had been achieved now that association observers were allowed to sit on federation meetings, added Mr. Anderson.

The SFF was having to listen to arguments from all sections of the industry, said newly-elected vice-president Skipper Willie Hay. Between them, the SFF and producer organisations must come up with answers to the whole industry.

The message of unity was also carried by trawler representatives at the dinner. "We must go to the minister with one voice," said Mr. D. Craig, Aberdeen Fishing Vessels Owners' Association.

This should be done irrespective of which federation we represent, whether English or Scottish, he added.

Haddock trip tops £49,000

THE Aberdeen stern trawler *Clarkwood* turned out 2,170 cwt. of fish at Aberdeen fish market on Tuesday to set a home water trip record.

Her catch made 245,283 after a 16-day trip to the North Sea and off the west coast of Scotland. The major part of the catch was haddock.

The vessel is the temporary command of Terry Taylor, who has had three trips to the North Sea. *Clarkwood* has been at sea for 18,000 hours and has made 100 trips for an Aberdeen-based firm.

MISSING SHIP

Missing ship turns up

THIS small quota boat withdrawn.

The plan for a complete herring ban was described as 'nonsense' by Gilbert Buchanan, president of the Scottish Fishermen's Federation. "This is a cowardly action."

Mr. Buchanan said the EEC needed a small and viable quota of around 16,000 tonnes, with 12,000 tonnes for British fishermen.

"All along we have known that the quota set for this year was too high. Now the scientists have taken us from the sublime to the ridiculous," he said.

What is needed now is for scientists to meet with the industry and discuss ways of helping it to keep going. "You do not just shut the door," said Mr. Buchanan.

WFA VISIT

THE SCOTTISH Committee of the White Fish Authority is to visit Shetland next week. Discussions will be held on the future developments of fishing from Shetland. The committee, led by Sir Matthew Campbell, will be visiting Whalsay, Scalloway and Lerwick.

COMMENT

PART OF THE function of producer organisations is to manage and control fisheries within the areas they operate. With the Scottish POs setting the pace by introducing limitations on white fish and herring boats, it now seems that this gospel is beginning to spread.

From a recent meeting of English and Scottish POs concerned with North Sea fishing, representatives are now going back to their members to try and convince them of the need to spin out the haddock quotas until the end of June. Only around 13,000 tonnes of fish are left — less than two months' catching if all-out fishing prevails.

The aim is to get a voluntary restriction of 17 cwt. per man on each boat. If the English POs go along with this, it could mean that a big step has been taken along the road to get fishermen to accept responsibility for running their own industry in a controlled and voluntary manner.

But the big question being asked is what about those fishermen who still remain outside membership of POs. Are they going to be allowed to indulge in all-out fishing, while others shoulder responsibility for keeping the industry viable?

This is a question crucial to the future of POs. And it is one the Government should be seriously considering.

While it is always dubious to invite more Government legislation into the industry, this time it might be more preferable than having a mass exodus of fishermen from POs because their faith in them has been destroyed.

fishing news

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A SHUT-DOWN on all herring fishing in British waters and way out beyond the 200-mile zone looks on the cards.

Scientists with the International Council for the Exploration of the Sea have recommended drastic action to prevent the extinction of herring stocks around the British coast.

These findings were revealed in Luxembourg on Monday at a meeting of EEC Fisheries Ministers.

This meeting appears to have yet again made little progress and was described by Minister, John Silkin, as "probably the shortest-ever EEC Council meeting."

With the North Sea herring fishing closed, a quota of 54,000 tonnes is being operated by the EEC including 39,000 tonnes for British fishermen. ICES scientists are understood to be recommending that even

this small quota be withdrawn.

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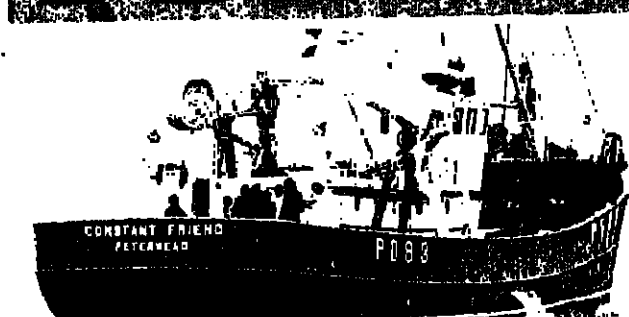
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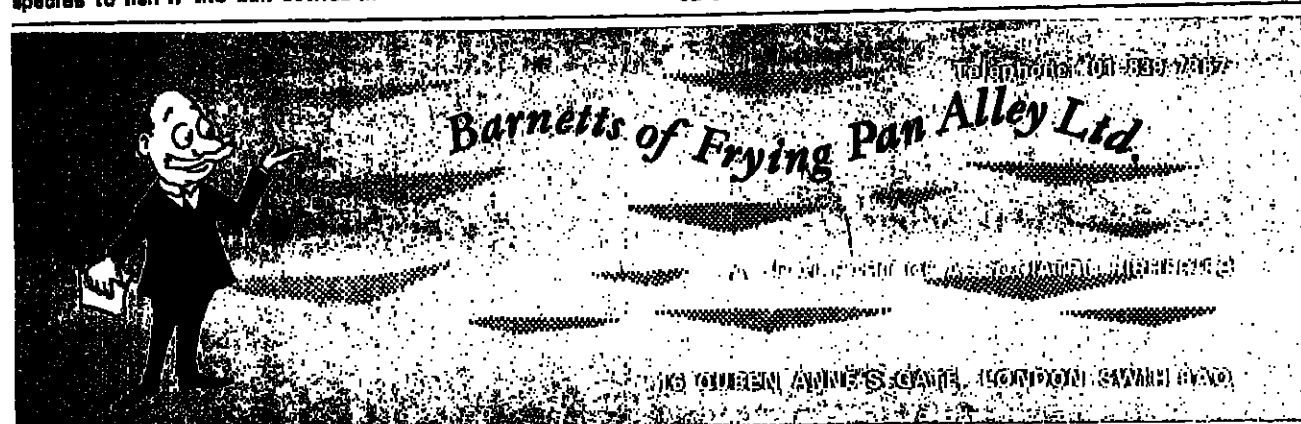
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Herring boats such as *Constant Friend* will have to find new species to fish if the ban comes in.



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Mr. Chairman, My Lords, Ladies and Gentlemen: pray silence for

- 0 - 0 - 0 - 0 - 0 - 0 -

So I'm lolling in my Jasmine-perfumed Friday night bath, in the supine position (which my younger, still active friends will remember, is the opposite of the rather more exciting prone position), scrubbing madly away at the body beautiful with one of my new large size Jean Patou bath tablets from Harvey Nichols: yet another present from that Certain Person.

("If you had some dignity and a modicum of decent pride, son, you wouldn't keep accepting all these presents from Him," Mother.

"You're right, mum. But if I refuse to take them He might feel insulted and turn nasty, and I could find myself right back on the Labour. And the lady at the Family Planning says this soap is good for my acne and will help me a lot when I start getting millions of raplies to my advert in the Matrimonial News.")

And while I sip my Pimm's, I'm gazing at my little ducks bobbing gently up and down on the ripples made by my yellow submarine, sadly realising that old age is cruel, as I now have more blue veins than a pound of Dolcelatte, and I'm finding it difficult to perceive and admire my natural treasures, south of my increasingly rotund tummy. And before I feel the prick of tears gathering behind my eyes, I switch to thinking of the recent Chefs and Cooks Circle Gala Dinner at Quaglines, where, accompanied by my latest companion, Vashiti, the famous International Arabian belly dancer, I found myself the Guest of Honour and was allowed to propose the Toast to the health of the assembled chefs and cooks.

Oh, I was good! So eloquent!! I wish you'd been there. I refused to let myself be overcome by the lavish hospitality, my stupor or lack of anything to say, and the hours ticked away and seemed to flash by like minutes, and when, breathless and exhausted, I finally sank down in my chair, those who were left in the ballroom were too emotionally disturbed to open their eyes and applaud or cheer.

I noticed that the Chairman, Brian Cotterill of Lloyd's of London, was quite overcome by my impassioned rhetoric and had slumped reposefully across the top table with his head perilously near his unfinished Bombe à la Pâque du Chef avec la Grande Fine Champagne Otard, Charles X, and his elbow in his Pont 12 Eveque; and the Master of Ceremonies who seemed, rather rudely, to be changing into his going home suit and overcoat behind my chair, shook his head slowly from side to side in bewilderment, and told me that in over 40 years in his profession, he'd never heard anything like, or even approaching, my speech. He begged me to get Sweet Sue to let him have immediately a complete list of all my future speaking engagements, dates, places and times, before he accepted any further work as a Toastmaster.

Before the President helped me from my seat to a number 74 — passes right by my door — I fairly clearly remember standing and daring to ask if any of the chefs present at the dinner, or indeed, any of their wives, could tell me how they managed to go on living together as partners in the matrimonial home for so long, when the divorce rate in this country had now topped 40% ... that is, two out of every five marriages now finish in the divorce courts?

Was it, I asked, that owing to the very nature of their manner of work, the chefs were able to release their aggro round the hotplate during the day, so when they eventually got home they were sweet and gentle, like heavenly little angels?

Or was it, maybe, that as they work 23 hours each day (or so they've assured me over the past many years!), when they did manage to get home for the odd few minutes, both husband and wife thought they were still on their honeymoon?

As did their children.

There was silence in the room ... in seven languages. Including Arabic.

Mr. Barnett of Frying Pan Alley

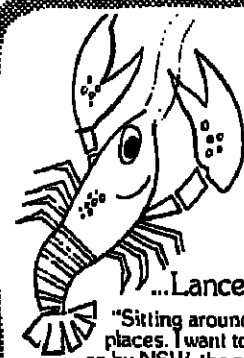
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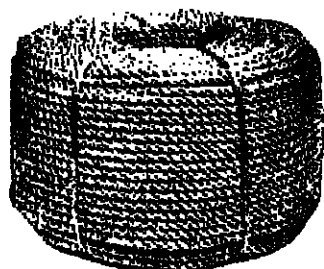


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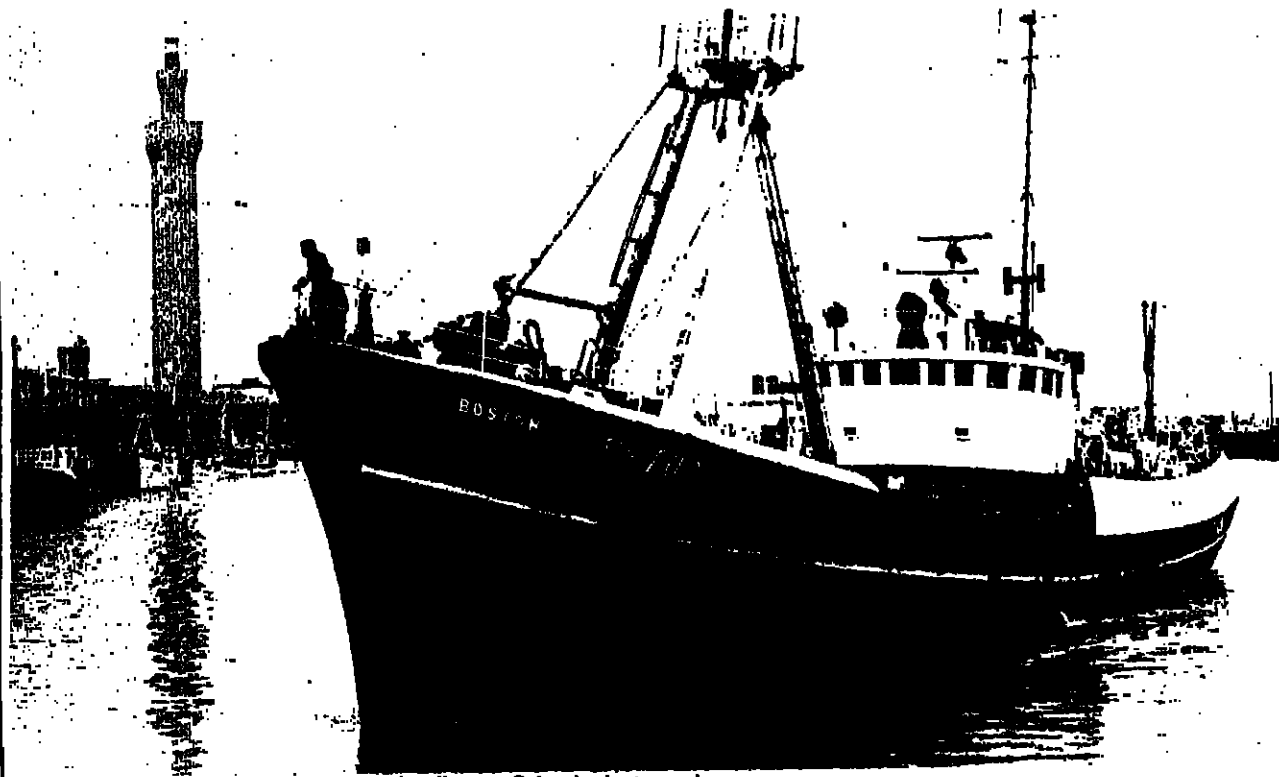
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FISHING NEWS

April 7, 1978



Boston Kestrel: solitary distant water landing at Grimsby last week.

Lone French ship tops Grimsby

BAD WEATHER and slack fishing on all grounds — the combination which spoilt so many trips before Easter — again hit Grimsby during last week's four-day trading spell.

Overall landings were up slightly to 18,000 kits, but there was still not enough to meet a good demand from the merchant and, once again, many turned to imports and overland supplies as an alternative.

One of the most striking features of the week was the near absence of foreign vessels. In the recent past Grimsby has come to rely heavily upon North Sea trips from Dutch, Belgian and Danish vessels, especially the seiners, but the bad weather and holidays put paid to all but one huge Westerly trip by the French stern trawler *Capitaine Cartier* of 1,785 kits.

Brought in by the Boston agency, the Frenchman scooped up the best grossing

of the week at Grimsby on the first market after Easter. Her big turnout, including 540 of haddocks and nearly 800 of blue ling, sold for £48,254.

Top local grossing also went to the Boston Group when *Boston Kestrel* (Sk. Ron Stoneman), the only distant water landing of the week, made a highly creditable £41,680 from 1,539 kits of Norway coast fish after a 23-day effort.

BUT continued its monopoly of the middle water section.

Only a few hundred pounds separated the top three Westerly/North Sea trips with *Ross Lynx* (Sk. David Scott) sitting on a £30,568 grossing from 923 kits, made on the first market after a 16-day trip, which just proved too much to overhaul.

Ross Lynx really got among the haddocks, landing over 600 kits, and despite being outlanded by *Ross Juno* (Sk. John Waddington) with 1,104 kits worth £30,163, and

by *Ross Kelly* (Sk. Barry McCall) with 1,075 kits worth £30,275, *Ross Lynx* held on to the number one spot.

Lindsey Trawlers' recent run of reasonable North Sea trips was halted by a spate of broken trips. And H. L. Taylor suffered a similar misfortune with *Tokio*, which managed £6,694 from 219 kits after nine days. However, *Hondo* picked up £21,854 from 706 kits after a 15-day Westerly trip as a consolation.

The anchor-seiners found the weather just about made fishing impossible and there were several longish trips with less than 50 kits to show for the effort.

Under these circumstances it was a marvel anyone caught anything. Consolidated Fisheries picked up four of the top six grossings, but the individual honours went to Skipper Bill Murray in the Sleight-argented *Genara* with a 160-kit North Sea cod special made in just 15 days.

...and a clean-up on the west coast too

FLEETWOOD'S landings were again dominated by French vessels last week. Top ships were *Drake* and *President Calvez*, both from France and putting their first catches ashore at the west coast port.

Drake, which is one of several French vessels named after famous navigators, hit a rich stream of blue ling which met a good market at a fish-starved port.

She had more than 800 kits of this variety in her total of 1,750 which sold for £45,353. Also included in the catch were 12 of hake, 30 of cod, 380 of haddocks, 180 of whittings and 80 of coley.

On the previous day *President Calvez* landed 963 kits, 140 of haddocks, 80 of whittings, 120 of coley and 140 of dogs, which sold for £29,214.

Local vessels' landings were headed by the pocket trawler *Resolute*. She set a new grossing record for ships owned by J. N. Ward and Son Ltd. The trawler landed 299 kits, including more than 200 of cod, which sold for £10,554. *Resolute* had worked the Irish Sea grounds.

On the same day the port's only pair team landing of the week was made by the J. Marr and Son stern trawlers *Idena* and *Norina*.

Idena (Sk. Gordon Wignall) landed 614 kits — 300 of cod and 200 of coley — for a grossing of £19,654, while *Norina* (Sk. Bill Reader) made £14,508 from 465 kits — 200 of cod and 100 of coley.

Both ships were again hit by bad weather off the North of Scotland.

There were good prices for all varieties, which is understandable with the port having only seven ships landing during the week — the lowest ever total for this period.

In addition, inshore vessels were kept in port by the weather with the consequent effect on landings of near water varieties.

OBITUARY

COBLE MODEL MAKER

WELL KNOWN maker of model fishing cobbles, Ralph Verrill, has died at Ealing in Yorkshire.

Mr. Verrill, the son of a fisherman, spent most of his working life as a carpenter and had a wide knowledge of the design and construction of cobbles.

Sailing

A number of museums in addition to private collectors in this country and overseas own his models.

His models, which are carved out of solid blocks of wood, were given the lines and colouring of individual cobbles and include many of the old sailing vessels.

Mr. Verrill also made a number of model sailing masted, lifeboats and open double-ended boats.

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April 7, 1978

FISHING NEWS

Dock charges going up yet again

FLEETWOOD IN A VICIOUS CIRCLE

FLEETWOOD — which has already lost the Wyre Trawlers fleet because of high dock charges — now faces the prospect of even fewer ships. This follows the announcement of bigger wharfage charges and dock dues by the British Transport Docks Board.

Wharfage on fish catches is to rise from £7.16 per tonne to £9.86 — an increase of 38 per cent — while dock dues for trawlers are to go up from £2.25 per registered net ton to £3.19 a ton.

There was a bitter reaction to the increases from the owners and inshore fishermen.

Jim Cross, Fleetwood manager for J. Marr and Son which has the port's biggest fleet, said: "If they want to drive us out of the port they are going the right way about it."

Dock improvements which were carried out two years last at Fleetwood.

ago are included in the sum and Mr. Cross added: "Originally there were a certain number of ships which were going to share the costs

over 15 years. Since then the port has slowly dwindled to a state where one company has packed in completely.

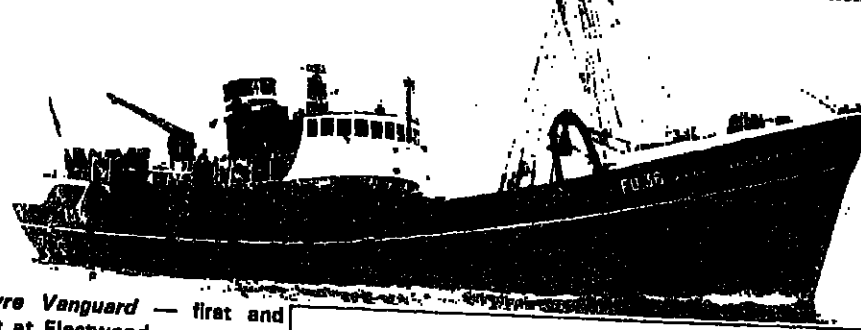
"Now, of course, this

means the costs have to be spread out among the rest of us. We feel, in these circumstances, that the 15-year period should be extended."

News of the increase was met with equal hostility by inshore fishermen. They want to ignore the two rises in charges implemented since January 1 and make a counter claim for a 50 per cent cut in the charges levied in 1977.

A spokesman said that most trawlers in the Irish Sea avoid the port like the plague because of its reputation for "ridiculous charges".

Tony Winfield, the docks manager, said the increases are necessary because of the decline in ships.



Wyre Vanguard — first and

VANGUARD LANDS—TO END AN ERA

THE END of an era came at Fleetwood last week when the 132ft. side trawler *Wyre Vanguard* landed a catch from the middle-water grounds. She was the last Wyre Trawlers' vessel to put a catch ashore at the port before sailing to Aberdeen where the fleet has been moved. This follows a decision by the firm's parent company, British United Trawlers, which is part of Associated Fisheries.

It was ironic that *Wyre Vanguard* should be the last vessel as she was the first of the firm's ships to be completed for Fleetwood when it began a big rebuilding programme in the 1950s. Her last catch at the port totalled 355 kits and sold for £9,002.

Lord Nelson 'goes fresh'

BUT'S 904-ton part-freezer trawler *Lord Nelson* has made her first fresh fish only trip since her delivery from Bremerhaven, Germany, 17 years ago.

On Monday she had a grossing of £80,340 for 2,112 kits caught during a 25-day voyage to the Norwegian coast under Skipper J. Russell.

The ship's average price per 10-stone kit was £31.71 for codstuffs and £35.65 for 347 kits of haddock.

This was the first time the whole of the vessel's catch has been landed for Hull's daily market. Normally she has stayed out for much longer trips to bring back both wet and frozen fish.

All the early hauls — about 200 tons — are usually frozen for sale through the owner's own distribution channels.

The German-built ship was Butlin's first part-freezer, but the concept is now being used by foreign countries.

THE VALUE of white fish landed and sold at Peterhead during March was £2,244,355, compared with £1,789,651 in March 1977. Dues on white fish increased by £11,090. Revenue for March totalled £70,899 — an increase of £15,468 compared with March 1977.

Small boat dues 'high'

PETERHEAD Harbour Trustees have decided to take no action on an appeal by small boat operators against the imposition of increased dues.

The Small Boatowners' Association has a membership of around 30 who operate boats under 30ft. They claim that in the last three years their dues have increased from £3 to £80 a year. They further contend that their dues now exceed that paid by some larger vessels.

Chairman, John D. Buchan, explained that no complaints had been lodged before the revision of dues. He thought this was a pity, for any complaint would have been considered.

Mr. Buchan pointed out that a meeting had been held with the small boat owners and, while £80 was now charged, retired fishermen are given a reduction of two-thirds.

SCALLOP SURVEY

THE 50FT. fisheries research vessel *Nucella* will be operating along the south coast of England for a few weeks.

Aboard her will be scientists from the Fisheries Laboratory at Burnham-on-Crouch who are investigating the biology of the large scallop stocks in the area between Newhaven (Sussex) and Start Point (Devon).

The project, which is being supervised by scientific officer Pat Connor, includes searching for tagged scallops released in 1977. Recaptured specimens will be checked for growth and information on movements and mortalities will be collected.

The programme also investigates the settlement of young scallops and *Nucella* will be laying down spat collectors in inshore areas for preliminary experiments. If time and weather permit, some exploratory fishing will be carried out.



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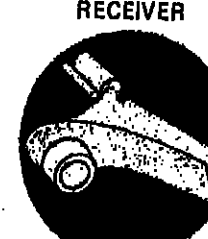
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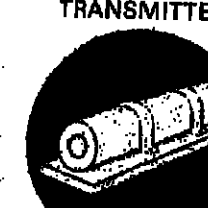
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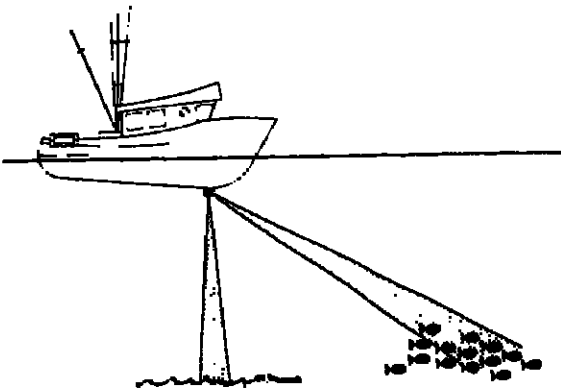


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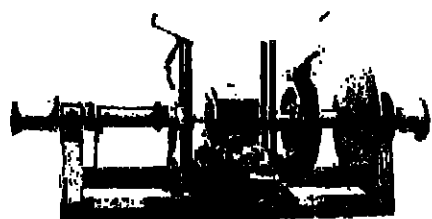


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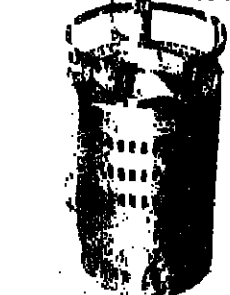
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Crash kills
union
chief

Ron Chapman — 'hard to replace'

RON CHAPMAN, the
Transport and General
Workers' Union docks
organiser at Grimsby, died in a
road accident near his Im-
mingham home last week. He
was 40.

Mr. Chapman was a native of Hull
and, before taking up his full-time union
position at Grimsby in 1974,
represented the Sutton and Holderness
Ward for the Labour party on Humberside
County Council.

He had built up a sound reputation as
a firm, yet fair, union negotiator for the
thousands of dockland workers he
represented. This included those in
fishing.

He was at his best when dealing with
people and he played a major role in
recruiting many Grimsby trawlermen
into the union by month-long campaigns

carried out on the fish docks.

Mr. Chapman, a former trawler
engineer from Hull, was acutely aware
of the particular problems of the fishing
industry and constantly strove for better
conditions, including decasualisation for
his members.

More recently he had fought hard to
have the nationwide ban on Icelandic

trawler landings lifted because of the
threat to jobs in the processing industry.

A shocked colleague told *Fishing
News*: "Ron was a dedicated union
worker and a wonderful friend who was
surely destined for the top. It is going to
be very difficult to replace him."

Mr. Chapman leaves a widow and
three children.

Export
refunds

THE EEC Commission is
to make the following
changes for payment of
export refunds (with
effect from April 29):

(a) frozen mackerel fillets
will qualify for an export re-
fund of three units of account
per 100 kilogrammes
(UA/100 kg.) in the case of
exports to all third country
destinations excluding
Sweden, Norway, Faroe
Islands, Finland, Yugoslavia
and the USSR. (The Customs
Tariff heading is 03.01 B
11(b);) (b) frozen whole
mackerel will continue to at-
tract an export refund of 6
UA/100 kg. but the quality-
ing countries of destination
will be limited as above; (c)
the export refund for dried
and salted cod (whole,
headless or in pieces) ex-
ported to Brazil, Puerto Rico,
Venezuela, the People's
Republic of the Congo, Zaire,
Cameroon and Angola will be
reduced to 6 UA/100 kg.
Other rates of export re-
fund and destinations will re-
main unchanged.

Information from: Inter-
vention Board for Agricul-
tural Produce, Fountain
House, 2 West Mall, Reading,
Berks.

FIGHT FOR LINE
BOAT QUOTA

A STRONG CASE for the Scottish long lining fleet to have a separate share of the
fish quota off the Faroe Islands was made in the House of Commons last week.
This would mainly benefit the small fleet based at the port of Anstruther.

In a debate on the Faroe
Fishing Boat Order, Sir John
Gilmour (Con. East Fife) said
that fishermen in his con-
stituency were angry that
they should be included in
the overall quota with
trawlers.

"It is significant," said Sir
John, "that Faroese fishing
limits and zones have not
been imposed on the Scottish
line fleet which have been im-
posed upon the trawlers. We
can only assume that this is
due to the fact that the
Faroese consider and realise
that the line fleet is in no way
doing any harm to the
grounds."

With the great line method
and the size of the hook used,
it is physically impossible for
us to destroy or even to catch
undersized fish, pointed out
Sir John.

Further support for this
argument came from Alick
Buchanan-Smith (Con.
Angus and Mearns). He said:
"It is generally admitted that,
in conservation terms, boats
fishing with long lines are
rather like the old drift
netters and quite the best
form of fishing because they
do not destroy young stocks of
fish."

"It seems unreasonable in
fishing conservation plans,
in Faroese waters," he said.

The boats will fish within
the terms of the agreement
provisionally reached
between the Faroe Islands
and the EEC on February 3.
The EEC Council of
Ministers has decided that
the agreement should be
applied provisionally until it
can be formally considered.

The order, which came into
effect on March 31, extends
the life of the Fishing Boats
(Faroe Islands) Designation
(No 2) Order 1978 until June
1 this year.

The installation was made
through the fishroom and the
work was carried out by C &
N Marine Engineering Co.
of Grimsby.

Well Bank is the second
Grimsby seiner to be re-
engineered with a Scania unit,
following *Coirealach*. She has
just finished a busy winter
season on sprats.

A third installation is being
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Hull on *Grenan Way*.

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It also supplied the stern
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Well Bank is the second
Grimsby seiner to be re-
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just finished a busy winter
season on sprats.

A third installation is being
carried out by Boyd Line at
Hull on *Grenan Way*.

All three Scania engines
have been supplied by
Scanlink of South Humberside.
It also supplied the stern
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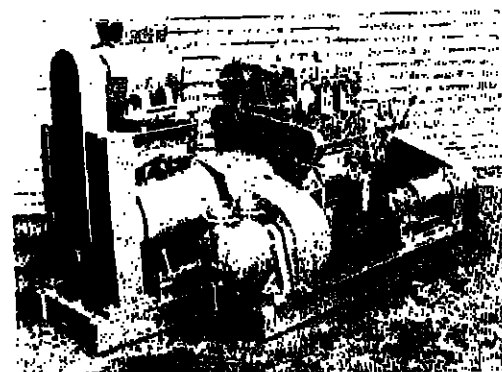
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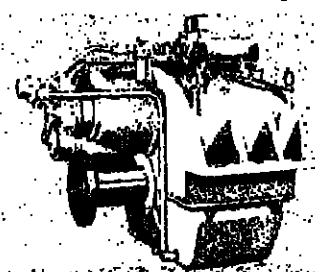


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DEVORGILLA

-multi-purpose 70-footer from yard at Girvan

ALEXANDER NOBLE and Sons of Girvan, Ayrshire, has delivered its first new fishing vessel since 1975, *Devorgilla*. She is for Skipper David Smith of Stranraer and his partners.

Designed primarily for trawling, she is capable of scallop dredging and seine netting and—like all the vessels from the Girvan yard—she has been built to an exceptionally high standard of craftsmanship and finish.

She is a slightly larger and beamier version of *Wanderer II*, the last boat the yard built which is owned by the Gibson family of Dunure.

Hull construction is largely of wood and yard director, Alex Noble, says that top-quality boatbuilding timbers are still available.

The yard was founded in 1946 by Mr. Noble, a native of Fraserburgh, and concentrated on building herring ring net vessels for the Scottish west coast.

Over the years it developed the design and construction of these boats into what fishermen considered was the optimum in efficiency and

quality for their method. However, with the decline in ring net fishing and the move towards trawling and shellfish dredging, the Noble yard has readily produced new designs in keeping with the demands of these more robust working methods.

With an overall length of 69.8ft., a good beam of 22ft. and moulded depth of 11ft., *Devorgilla* is a sturdy and capable looking boat and shows that her builders have made the transition from ring netters to trawlers with no mean effect. She was designed by the builders.

Devorgilla complies with

the latest requirements of the Department of Trade and the White Fish Authority. Her tonnage under Part IV Registry is just short of 50 and the vessel is of traditional Scottish layout with the deckhouse aft.

Drakemyre Engineering Co. of Dalry fabricated much of her superstructure, including the steel deckhouse and aluminium whaleback, foremast and hatches.

A D. F. Sutherland combination seine and trawl winch is fitted forward, the trawl drums lying in a fore-aft position at the after side of the seine barrels. For seine

netting, a Beccles rope collar is fitted forward of the winch.

An Ibercisa AKA power block is hung on an Atlas crane aft of the deckhouse and a Loeise Hydraulic Co. cargo winch is positioned on the after end of the whaleback.

Seine rope leads are by Munster Simms, but trawl blocks and rollers are of the builders own supply.

Chalmir rubber-cased floodlights and a Francis searchlight are also carried. For a vessel not quite 70ft. long, there is a remarkable amount of space in the engine room. Careful fitting of the equipment has produced a neat and tidy layout.

The Kelvin TASC propulsion engine develops 300 hp at 1,160 rpm and is coupled through a Reintjes 4:1 reduction and reverse gearbox to a Bruntons 66in. fixed-pitch propeller housed in a Kort nozzle.

Equipment driven from the engine includes a Gilbert Gilkes and Gordon 250/700 bilge and general service pump, a Transmotor 12kW 110 V dc generator and two AC90 alternators.

The Dowty variable delivery hydraulic pump for the winch is driven from the fore end of the engine through a Sutherland step-up gearbox and clutch unit.

A hydraulic pump to drive the power block is also driven through the Sutherland gearbox.

Wilmar Engineering Services (Aberdeen) Ltd. assembled the auxiliary set based on a Lister HRV engine, which gives 37.5 hp at 1,800 rpm.

Alexander Noble and Sons' first new fishing vessel since 1975 — *Devorgilla*.

It drives a 12kW 110 V Transmotor generator, AC90 alternator, Deemi 2in. bilge and general service pump and a hydraulic pump for the cargo winch. Tanks in the engine room, which is vented by Airmax fans, hold over 2,000 gallons of fuel oil.

All the electrical switchboards were supplied by Macleach and Macphail Ltd. of Glasgow.

Fish finding aids in the wheelhouse include Wesmar 220 sonar, Kelvin Hughes MS44 echo sounder with BL1 Scale Expansion unit, Furuno Adscope CRT scale expander and Depmar 103B 60 kHz echo sounder with Sitex 1300 transducer.

Communication and navigation equipment includes 'Sailor' T122 R105 400 W SSB radio telephone,

'Sailor' 144 VHF radio telephone, 2182 Watch Receiver, Amplidan talk-back system, and Decca Mk.21 Navigator, 350T Track Plotter and 450 Automatic Pilot.

Tenford 100 ESG electro-hydraulic steering gear is fitted, and other equipment in the wheelhouse includes Wynstraments window wiper, Bostrom Viking helmman's

chair, and Morse engine and winch controls.

The galley is arranged in the deckhouse and fittings include a Kempse KS2 electric cooker, Santon electric water heater and a small fridge. A separate messroom is located below the wheelhouse.

A tank in the steering gear compartment carries some 400 gallons of fresh water.

Bunks for seven are arranged in *Devorgilla's* crew's cabin, below deck aft. The roomy fishroom is insulated on the bulkheads and is fitted with steel posts, red pine boards and two ice lockers.

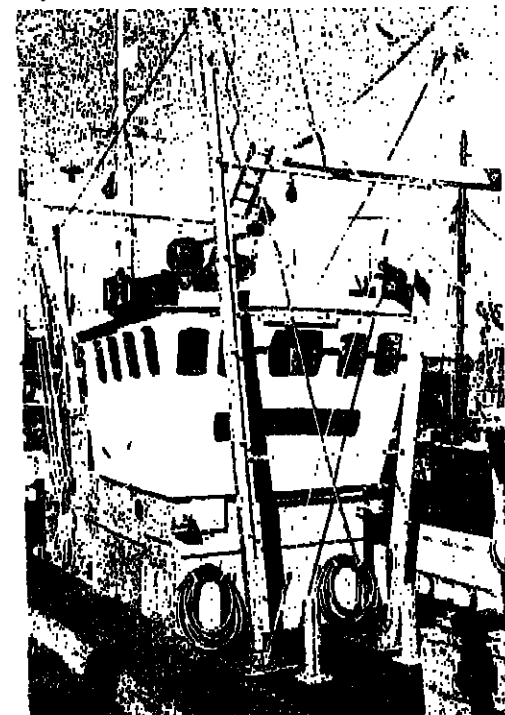
Safety equipment includes an engine alarm system from the Pyroprop Engineering Co. of Plymouth. Tecaid Electronics supplied the engine room fire detection and alarm system, also the bilge level warning system. Fire extinguishers are by Chubb.

Nobles has been concentrating on repairs and overhauls for the past few years, but it does have another wooden-hulled vessel under construction.

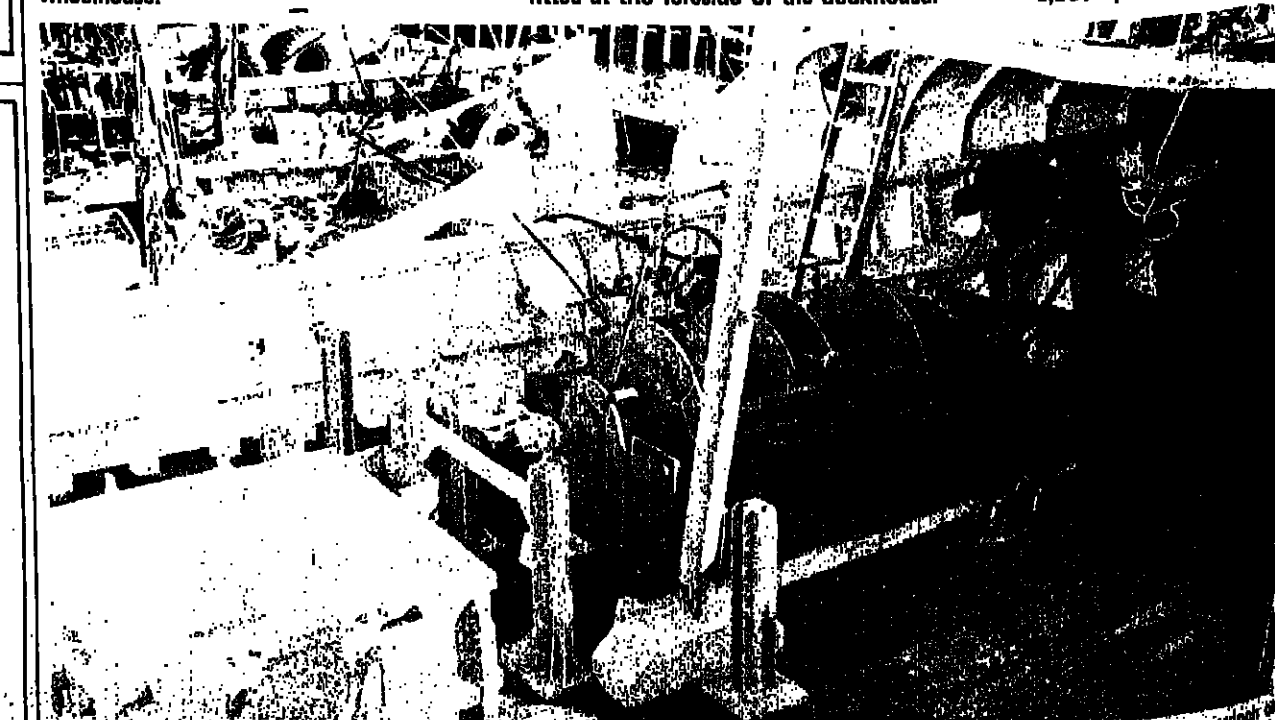
A 88ft. transom sterned craft is being built for Mr. D. J. Russell of Kilkeel, in Northern Ireland, and will be powered by a Gardner engine of 280 hp.



Fish finding equipment in *Devorgilla's* wheelhouse.



Steel poles for handling scallop dredges are fitted at the fore side of the deckhouse.



Sutherland seine and trawl winch. The Beccles rope collar is forward of the winch and the Loeise Hydraulic cargo winch is at the after end of the whaleback.

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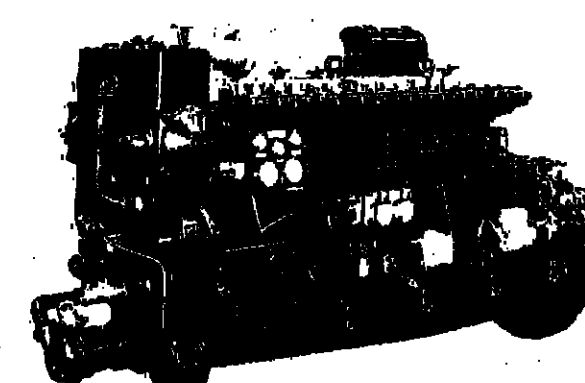
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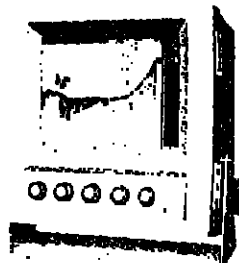
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SIX COVE MEN PICK CORNISH BOAT

A SIXTH Treeve Marine Cove Boat is now working out of Penberth Cove, Cornwall. She is *Aquila* owned by Terry George.

The 15ft. 6in. GRP-hulled open boat is based on a design by Gary Mitchell of Mevagissey and has been fitted out as a traditional Penberth Cove boat.

She has two thwarts at either end of the fishhold, tiller steering, a mast for the whip aerial and an aft seat and locker.

For beach work the hull has the keel and heavy-duty bilge keels capped with iron. There is a shoe for the rudder, too.

Equipment fitted aboard *Aquila* includes Whale Gusher 10 pump, Depmar echo sounder and Seavoice radio. Her engine is Yanmar's YS 12.

Both the sounder and radio are mounted on the port side of the engine box and the gunwales are protected with brass strips.

Back in January Treeve launched its first export order — for Indonesia. This hull was specially adapted for use as a purse seine skiff and is fitted with Morse Teleflex wheel steering forward, plus forward gear lever and throttle control.

The Teleflex steering is connected through the transom tiller to a steel balanced rudder hung on a pintel, which pivots on a heavy duty shoe forming part of the keel iron.

The hull, which has arrived at her base, is specially strengthened with a beam shelf, heavy duty longitudinal, plus iroko towing posts and lifting eyes.

The engine is a Lister STIMGR and a Whale Gusher 10 pump is also fitted.

Design work is now complete on the new DS 20 and construction will start on the plug for the mould soon, according to Treeve.

This 20-footer has been designed to bridge the gap between boats for professional and semi-professional fishermen.

Design work on the new DS



Aquila — the latest Treeve Cove Boat for Penberth Cove. The 15ft. 6in. hull is moulded in GRP.

34 has also been finished by Denis Swire, C.Eng., FRINA, after whom Treeve's DS range is named.

The hull of the DS 25 has now been raised by 4in. to make it an even roomier boat and improve seakeeping ability and safety. This has been named the Mk. II version.

GRP cabin mouldings for the DS 25 are now being offered, including fore and side decks.

Moulding the cabin cuts down the delivery time for a vessel and reduces production costs so the total cost of the boat can be reduced, according to Treeve.

The DS 25 hull is being moulded in two other versions apart from the White Fish Authority-approved spec. There is a frameless hull and a sports version with frames at 40in. centres. This hull is recommended for part-time fishing or pleasure use.

Prototype purser delivered

NORWAY'S shipbuilding industry has produced some very interesting ships this year. A prototype purse seiner named *Torbas* is fully capable of fishing blue whiting and *Libas*, at 234ft., is the country's largest purser-trawler.

Other yards are also hard at work and have produced a new-type long-liner and two wet fish stern trawlers for Iceland. On the GRP side, the firm of Vikund is planning to build a 58-footer.

Torbas is 180ft. long and the first of a new class by Ulstein Trading. Specially designed for series building,

the 900 gross ton trawler-purser is equipped for deep-sea fishing and can carry 800 tons of fish.

Half of this capacity is carried in RSW tanks, while there is also a cooled fish hold plus a refrigerated space.

Features of the ship are Ulstein's PCM system (full manoeuvring control) for controlling all propellers by a single lever and, also, a ship passive stabilising system.

Torbas carries two automatic trawl/purse seine winches on the shallders and these are remotely controlled. The ship's main engine is a 3,300 hp diesel by Deutz and she has two Ulstein side thrusters.

Libas, built by Gevry Eide Sonner, Høylandabrygd, replaces two whalers converted to purse seiners and cost £2.2m. She started her career on northern Norway to blue whiting.

She is a 1,348 gross ton ship powered by a Wichmann diesel of 3,600 bhp and has a speed of 17.5 knots. Her 15-man crew is accommodated in single cabins.

The new longliner is 116 ft. long and has been built by the Siggørn Iyversen yard at Fiskefjord, which has built tonnage for Humber ports.

Equipped with a mobility system, she is built around the Mustad Autolux system and is powered by a 1,000 hp Callesen diesel. Gross tonnage is 198.

The two ships for Iceland are 182ft. long and based on hulls supplied to Fiskefjord by Slipp to fit out. They have maximum capacity of 700 tons and are equipped with a plant.

DRY DOCK STRIKE DELAYS FREEZERS

A SEVEN-WEEK strike by 30 foremen has resulted in the Humber Graving Dock at Immingham, South Humberside, laying off its labour force of 750 men.

This is causing problems to freezer and distant water operators, especially at Grimsby, who have been used to sending their trawlers there for dry docking.

A few weeks ago the Boston Group was forced to send *Boston Halifax* to Yarmouth and last week BUT had to put the Grimsby freezer *Ross Vanguard* up to the Tyne because of the dispute.

Penalty

Possibly the worst affected is the former Hull stern trawler *Hammond Innes*, renamed *Lady Hazell* following her sale to North American interests. She was in the Humber Graving Dock when the strike began undergoing conversion work to a survey ship.

The vessel is now the subject of rumours, which have not been denied, that there is a £4,000 per day penalty clause in the contract for the work originally due for completion no later than February 28.

The strike is over the sackings of three foremen.

Aberdeen awaits the market test

ABERDEEN fish market, which lost nearly 1,000 ft. of quay space this week, faces its big test today (Friday) when a large part of the port's infrastructure on Monday.

So far all sections of the fishing industry have co-operated extremely well to pull through the crisis.

A tremendous row flared up over the Harbour Board's move to close down the quay when the spring fishing was coming on. There were fears of jobs and trade being lost.

This week has seen markets of over 6,000 cwt.

Emergency measures, including bringing in battery-operated trolleys, were introduced so far had coped with the situation.

David Craig, chairman of Aberdeen Fishing Vessel Owners' Association, told *Fishing News* that there were still "teething problems". These were little problems which were being tackled as they appeared.

All sections had co-operated fully allowing flexibility. A committee operates a daily plan landing system which "evens out the market and ensures an average flow each day".

Mr. Craig pointed out that no ships had by-

'Dock neglected'

passed the port.

Mr. Craig added that the industry is under extreme hardship and to maintain a high level of operation at the market and it had cost the industry "a lot of money".

Hugh Brown, Scottish Under-Secretary responsible for fisheries, will meet Aberdeen Harbour Board today (Friday) to discuss the crisis.

On Monday 5,200 boxes from the trawlers 180 boxes from the seine taken there by motorised

market which remains open and some boxes had to be stacked two-deep.

The largest catches were from the stern trawlers *Glen Ughart* and *Grampian Warrior* which put ashore 1,900 boxes and 720 boxes, respectively.

Some boxes and consigned fish can be laid out for auction along the rear of the condemned section of the market and around 180 boxes from the seine taken there by motorised

MAN SWEEP AWAY

MORECAMBE fisherman, David Green (29), died last week after his dinghy was swamped while using a stow net.

He was swept away in a four-knot tide despite his crewmen immediately summoning assistance by radio. The local inshore lifeboat and RAF helicopter — plus two local boats — found only the oars from the dinghy.

His body was recovered later that evening on a sandbank one mile updrift from where his vessel, *Roses*, has been moored to the stow-boat gear.

NEWINGTON'S C. S. Forrester is still up front in the Hull Distant Water Challenge Shield competition, while *Marr's Westella* holds second place. More details next week.

NOBLE BOAT FOR IRELAND



The Alexander Noble yard has started building a 58ft. transom sterned boat for Mr. D. I. Russell of Northern Ireland. The yard has just completed *Devorgilla* (see page 10) and is now putting in the frames of the new 58-footer which will be Gardner-powered.

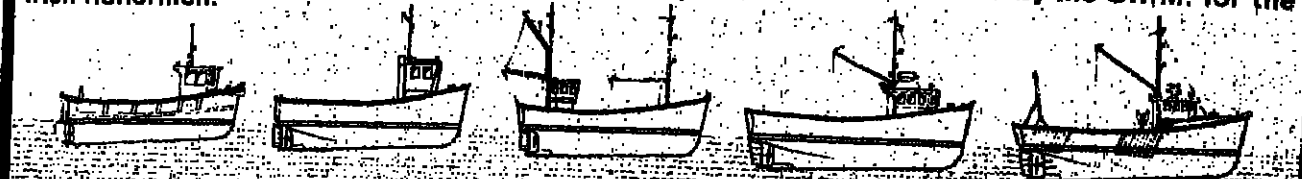
56-footer is cooled

A NEW seiner-trawler shortly to join the fleet at Whitby, Yorkshire, is to be fitted with a fishroom cooling system from Promac of Holland.

The 56ft. wooden-hulled boat is being built by James and Sons (Frasburgh) Ltd. for promotion with the Whitby Fish Sailing Co.

The boat is to be equipped with a Kelvin engine; a 110V electric motor; a Promac plant through Morep. Fishermen in the north-east of England are now showing a great deal of interest in this equipment.

When it came to choosing GRP fishing boat hulls for production in Ireland, Joe O'Driscoll — Ireland's leading boatbuilder — contacted several GRP yards in Britain. He chose Cygnus. — Why? Because Cygnus made a big range of heavy displacement hulls (now stretching from 15ft. to 43ft. LOA) that were the right shape, the right price, and met the degree of quality demanded by the B.I.M. for the Irish fishermen.



From this range with O'Driscoll's considerable fitting out skills, Cygnus's laminating expertise and the ever-helpful, technical assistance of the B.I.M., we have found a winning formula. — For further details please contact: —

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O'DRISCOLL

CIVIL ACTION ON SALMON

ARBROATH Sheriff Court was told last week of an incident between ex-naval commander Michael Forsyth-Grant in his speedboat *Trafalgar* and the Dunbar fishing boat *Spitfire*.

Commander Forsyth-Grant told the court that he engaged the boat in Lunan Bay, Montrose, when he suspected her of illegally fishing for salmon.

As he approached *Spitfire* he saw a salmon going on board in a net which he was certain was a drift net.

Said Commander Forsyth-Grant: "The distances between the vessels was no more than 20 ft. I held my water bailiff's card aloft and shouted: 'Consider yourself under arrest.'"

The crew of the fishing boat paid no attention to him and continued hauling in their nets. Then they made off at great speed.

This evidence was given during a unique civil action taken out by salmon fishing firm, Joseph Johnston and Sons, Ltd., of 2 America Street, Montrose, against fishing boat skipper Robert Davies of Dunbar.

Johnston is seeking an interim interdict to prevent Davies from illegally fishing for salmon off the Angus coast owned or tenanted by the firm for salmon fishing. It is also seeking a sum of £2,000 outlaid by them as a result of Davies' alleged activities and the cost of the court expenses.

The incident between the

two boats occurred on September 8, 1976.

In his evidence the commander said that when he saw boats fishing for salmon in the bay he located a speedboat and asked two police officers to accompany him. They refused, so he decided to engage them, helped by superintendent of salmon fishing David Dundas, chief motor mechanic Alex Coull and skipper of Lunan Bay Fishings, Angus Smart.

During the mini battle in the bay, the commander said they were afraid at one time *Spitfire* was going to ram *Trafalgar* as they fought over the net containing salmon.

They started to lift the net into their boat, but they had to cut the tow or there would have been a collision.

Commander Forsyth-Grant said they had decided to take out a civil action against Davies when they discovered there was to be no criminal action.

He denied that the action had been raised following an incident off Aberdeen last June when a vessel owned by Johnston was involved in a collision with Davies' boat.

Sheriff Stuart Kermack continued the hearing until June 7 to allow all the evidence to be heard.

Cable cuts

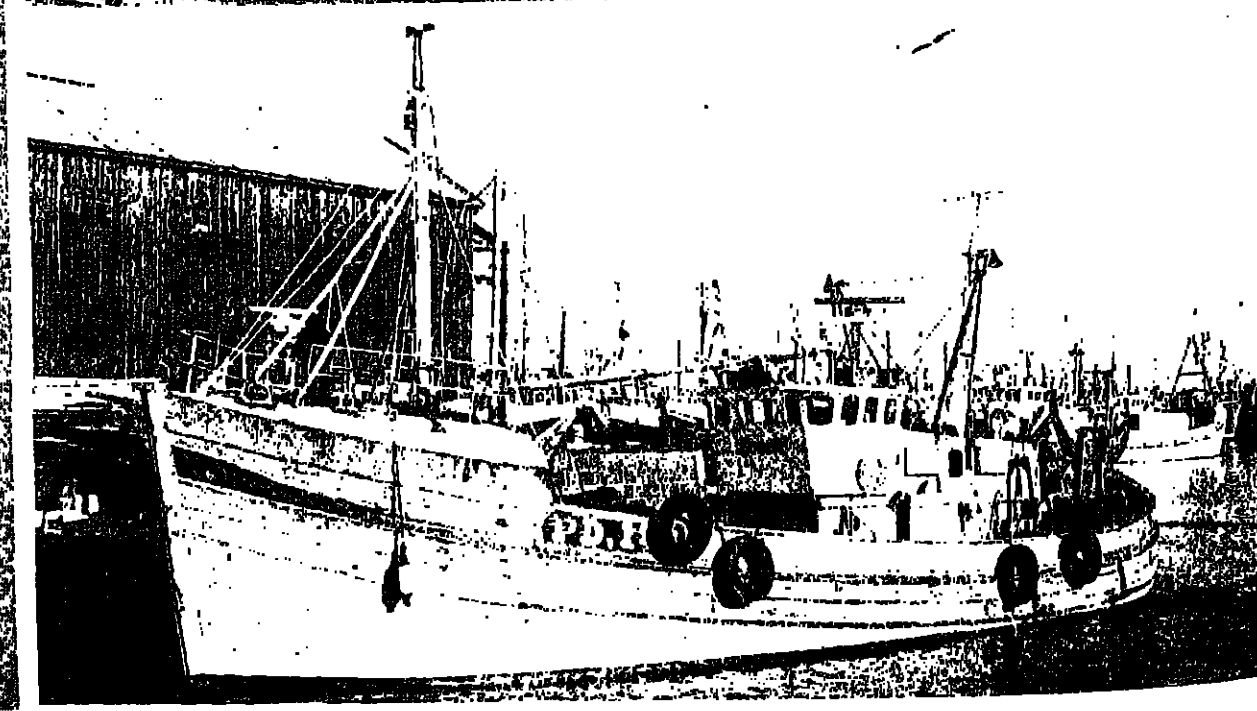
ABOUT £200,000 worth of damage to undersea telephone cables off Cornwall has been caused by trawlers, the MP for Falmouth, David Mudd, has been told by the Post Office Telecommunications department.

Mr. Mudd says he is very concerned at the increase in the damage since the beginning of last year. Three transatlantic cables have been affected.

In a letter to the MP, the Post Office says: "Over the last four years we have had no faults to the cables on the North Devon Coast. The Cornish cables have sustained seven faults, of which five are

attributed to trawlers. Four of the trawler faults occurred during 1977.

"Whereas we are concerned with the increase in trawler faults, we bear in mind that there is a continually changing pattern in trawler activity as they follow the fish, and the fault record over a single year does not necessarily establish a trend."



Top: *Golden Dawn* on the slipway for a repaint prior to starting pair trawling for white fish. The 86ft. Tynedraft-designed vessel was built by Cubow Ltd. in 1975 for Skipper Andrew Cowe. Above: *Achilles* — one of about half-a-dozen boats which have started fishing for shrimps. Below: *Ocean Gain*, one of the older vessels in the Peterhead fleet, is up for sale.



LATE MARCH and early April is the time when Peterhead boats come home from the various winter fishing grounds and have overhauls before switching to white fish operations.

This year some boats are also having major modifications in preparation for next winter's mackerel fishery.

After spending the winter pair trawling for mackerel and pilchards from Plymouth, the 86ft. steel vessel *Amethyst* is going to Norway to be fitted with refrigerated seawater tanks.

The work, which is to take in the weeks, will be carried out by the Haakonson shipyard at Skudenshavn and the RSW tanks will be supplied by Lehmkuhl.

Amethyst was built about four years ago by Southern Shipbuilders of Pavorsham for Skipper John Buchanan and has been pair fishing in company with the Fraserburgh vessel *Sargata* and *Qui Vive*.

This week the 86ft. purse seiner *Morning Star* will go into dry dock at Peterhead to be lengthened by 20ft. and fitted with RSW tanks.

Wood and Davidson Ltd. is carrying out this work which will also entail fitting her with a Kraemer RSW plant and a full-length shelterdeck.

Morning Star, fishing under Skipper James Duncan has also been down in the Peterhead mackerel fishery.

Other boats have had a repaint before starting pair trawling for white fish. These include *Faithful II* and *Ugale II* (skippers Walter and Arthur Buchanan) which have come home from the North Shields sprat season.

Skipper James Pirie and the 86ft. *Shemara* are also started white fish pair trawling with Skipper Andrew Cowe and the 86ft. *Golden Dawn*.

This is the first year that these two boats have teamed up and, after their second trip, they landed 1,233 boxes of fish.

Golden Dawn has been pair trawling for much of the winter for herring off the Scottish west coast in partnership with the Peterhead boat *Aquila*.

The white fish fleet based at Peterhead is now bigger than ever. Almost every week one or two more boats turn up for various reasons.

PETERHEAD a monthly report

Scarcity of fish off the west coast has prompted a number of vessels which normally land at Lochinver to switch operations to the North Sea.

In addition, about ten Arbroath boats have been fishing on the Swathway, some 40 miles east of Peterhead, and have landed at the port for much of the time.

Among other boats now working from Peterhead is the 77ft. wooden-hulled seiner *Horizon*, which formerly belonged to Skipper John W. C. Thomson of Lochinver.

She has been bought by Buckie owners as Skipper Thomson has taken delivery of his new vessel *St. Kilda* (see page one).

The new 79ft. Buckie seiner *Conquest* (Skipper Dennis Reid) is also fishing from Peterhead.

Skipper Reid's previous vessel, which has been renamed *Courageous*, is still working from the port under new owners.

A new record for the number of vessels to land in one day was set on March 10 when 69 boats put ashore 9,772 boxes. All were Scots and the vast majority were seine netters.

However, despite the increase in fishing effort, the weight of landings for the first three months of this year is down compared with the same period in 1977.

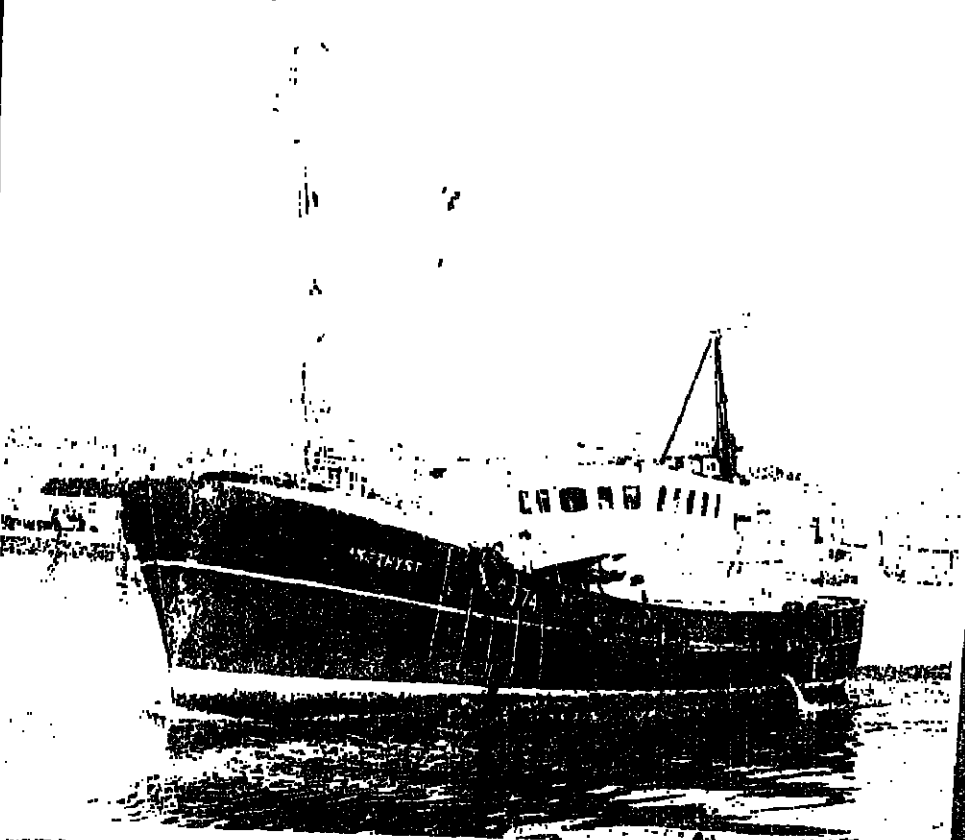
Landings of white fish up to March 26 this year amounted to 263,000 cwt. worth £8,866,000, as against 289,000 cwt. valued at £8,387,000 during the same period in 1977.

The drop is largely a result of bad weather, although a number of skippers report a general shortage of fish.

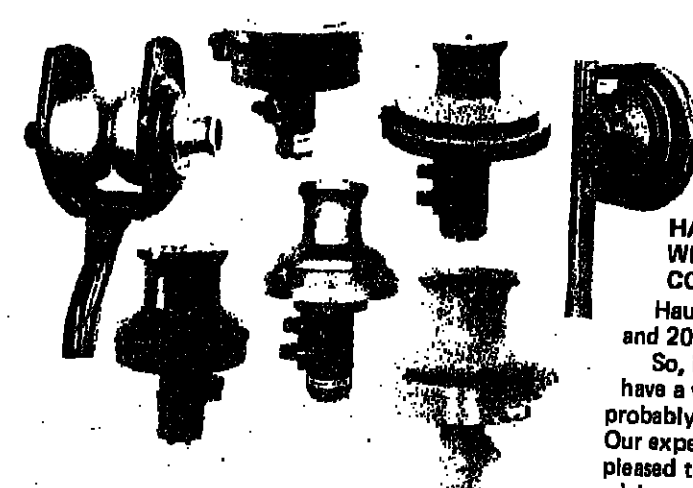
Although bad weather has interrupted the start of the annual shrimp fishing, there are signs of shrimps being more plentiful on the Fladden grounds than they were last year.

About half-a-dozen Danish shrimpers have landed encouraging catches at

Above: Seen tied up in Peterhead are some of the Arbroath boats landing regularly at the port in February and early March. Below: *Amethyst* (see here in Plymouth) is going to be fitted with a refrigerated seawater system.



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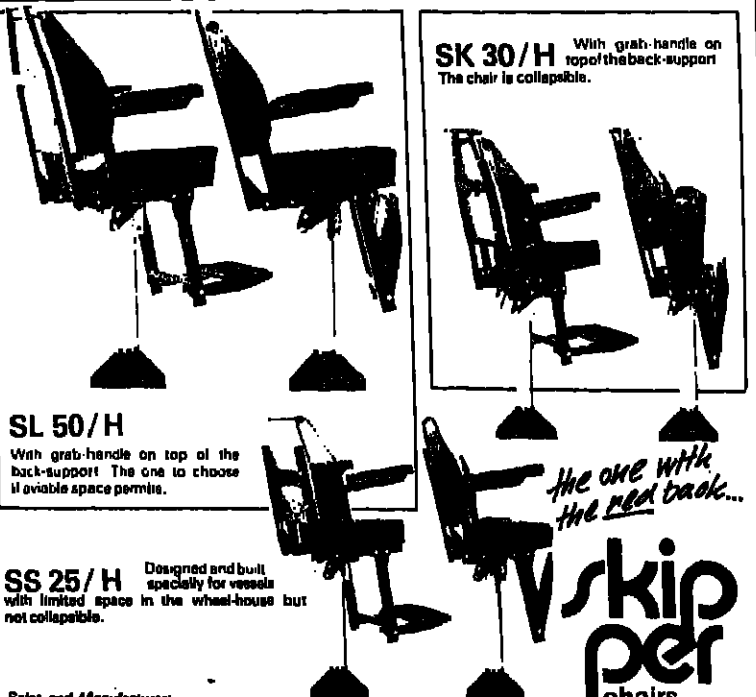
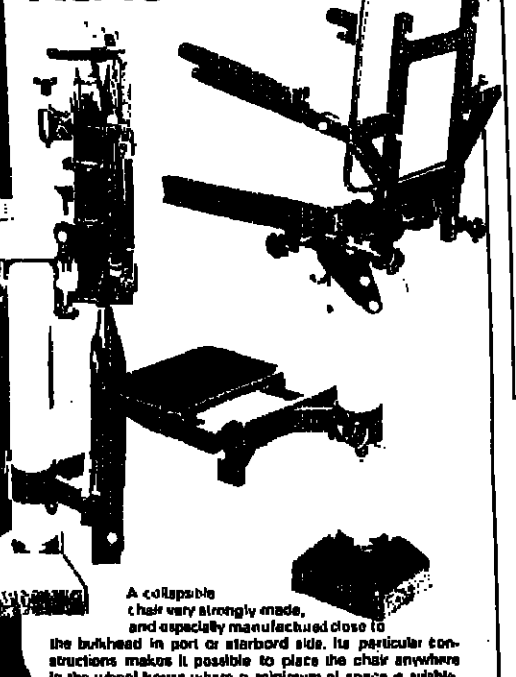
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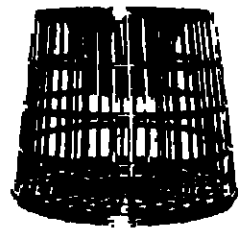
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BIG LINE-UP FOR CONFERENCE ON SHELLFISH

THE 1978 Shellfish Conference of the Shellfish Association of Great Britain will be held in the Fishmongers' Hall, London, on May 16/17. Tickets are to be restricted to 100 and will be issued on a first come first served basis.

A fork buffet supper will be held on the first day for which tickets will cost £7 each. The conference fee is £8 with sandwich lunches available for £2.

The papers represented at the conference are as follows:

TUESDAY, MAY 16
Modern Techniques in

Mussel Processing — by Mr. F. M. Franken (Director and Mr. Th. W. Ciersmans (Ass. Director) Franken b.v. P.O. Box 9, Goss, Holland.
The Cultivation of Natural Stocks by C. C. Lucas, Esq., Newtown Oyster Fishery Co. Ltd., Newtown, Newport, Isle of Wight.
Monsieur Maheo's film entitled: A new mechanical oyster culture system from

Brittany (commentary by Professor Balouet).
Shellfish Research at the Marine Laboratory, Aberdeen by J. Mason, BSc., PhD., MIBiol., and J. C. Chapman, BA, BSc., Department of Agriculture & Fisheries for Scotland, Marine Lab., Aberdeen.

Fishing Boat Designs and the Materials used in their Construction by J. F. Sinclair, C. Eng., MRINA, MCMS, Chief Marine Surveyor, White Fish Authority, Edinburgh.

Crustacean culture & diseases affecting production by Dr. Charles E. Bland, Professor, Department of Biology, East Carolina University, Greenville, North Carolina, U.S.A.

WEDNESDAY, MAY 17
The Role of Training in Aquaculture by Mr. C. H. Aldridge, Fish Farming Training Co-ordinator, Highlands & Islands Development Board, Inverness.

Artificial diets in larval culture by David A. Jones, PhD Lecturer, Department of Marine Biology, University College, Bangor, N. Wales.

Shellfish Aquaculture in Maine: a North American Perspective by Professor John G. Riley, Ph.D., University of Maine Sea Grant Program, Orono, Maine, U.S.A.

Information about tickets is available from SAGS, Fishmongers' Hall, London Bridge, London.

Ullapool mission to re-open

THE ROYAL National Mission to Deep Sea Fishermen is to re-open its centre at Ullapool.

The mission is to be opened on April 25 by Admiral Sir Charles Madden, the Mission chairman, and the Rt. Hon. Lord Wakefield of Keady will read the scriptures. Reverend William MacLennan and Reverend Donald MacLeod will also attend the opening.

The re-opening was made possible by contributions from several associations, including The Highlands and Islands Development Board, the International Transport Workers' Federation and King George's Fund for Sailors.

Tosher for Scotland

TAMAR Boat Enterprises Ltd. of Plymouth has concluded an agreement for North Channel Yachts to act as Scottish agents for the Tamar Tosher and Tamar 2000 boats.

The Tamar Tosher is designed for sea angling, harbour work or as a club launch. At 16ft. overall and 6ft beam, she is available as an open launch or with a small cuddy over the forward deck area. She can be powered by a Petter 6HP inboard diesel or any standard shaft outboard up to 10HP. The Tamar 2000 hull is

available in two commercial fishing layouts or as an open launch. Her 23 ft. 6 in. length is easily driven by a range of diesel engines from 12 to 45hp depending on individual requirements.

North Channel are taking delivery of a Tamar 2000 Fisherman and two Tamar Tushers within the next few weeks and see this as an addition to their existing range of sailing yacht agencies.

The Tamar 2000 Fisherman will be exhibited at the Aberdeen International Fisheries Exhibition, CATCH 78, from June 14 to June 18, 1978.

Nimrods do find boat wreckage

SIR, As the author of the Nimrod aircraft article mentioned in *Fishing News*, March 10 letters, I would like to join in the discussion. My piece does mention the search and rescue task, but only briefly as this was not the object of the exercise.

Equally, the Nimrod has acquired an outstanding role as an S & R type, with the success being achieved from the use of all its systems (incl. the Mk. 1 eyeball). One can be pretty certain that if any wreckage remained of the missing vessel, then it would have been located and a ship sent to collect.

Mr. Sheridan ignores one point in his criticism of the Nimrod — where exactly does one begin a search when the trail is several days old?

If fishermen are not prepared to help the rescue agencies by providing position information (the system is there if they want to use it) then it is, to my mind, unfair to complain about lack of capability. Equally, the lack of official interest in emergency radio beacons (as used in Norway) could well be further publicised.

With no real search datum, all kinds of operational problems result, not least of which is the mental attitude of the searchers.

The demands of a search place a considerable strain upon those involved, especially in the psychological context, and the fact that one may only be starting days after the last report has a depressing effect on the mental approach. This does not mean that the search

is done any the less well, but it does have a side-effect which is all too often ignored. With the enormous cost of the Nimrod, financial considerations must make some form of S & R aircraft alternative attractive. One or two possibilities have emerged, plus one or two more which have no real relevance beyond the scope of their glossy brochures.

The airship idea is attractive on paper, but not offshore in the kind of weather conditions normally associated with S & R incidents. When one introduces typical North Sea winter weather criteria into any airship operational envelope the whole question falls apart, and it is obviously unrealistic to expect anyone to use equipment in fine weather only.

The answer, to take the S & R concept to its utopian extreme, would seem to cover such things as mandatory position reporting, emergency beacons, and the provision of cheaper aircraft. It would seem unlikely that any of these would have had a positive effect on the outcome of recent missing vessel incidents, but they might have in the future.

JAMES D. FERGUSON, NE Scottish Correspondent, Flight International Aviation News, 11 South Mount Street, Aberdeen, AB2 4TN, Scotland.

LETTERS

on paper, but not offshore in the kind of weather conditions normally associated with S & R incidents. When one introduces typical North Sea winter weather criteria into any airship operational envelope the whole question falls apart, and it is obviously unrealistic to expect anyone to use equipment in fine weather only.

WE COULD CASH IN ON BLUE LING

SIR, Due to the forethought of the White Fish Authority in assisting to create an exchange scheme for young fishermen within the European maritime regions, a colleague and I have had the experience of observing the activities of the French distant water fishing fleet.

We have just completed a 15-day trip on a 54-metre stern trawler operating from Lorient — now the premier port for fishing in France. The 20 or so boats in this class operating from Lorient habitually fish Faros, Shetland and NW Scottish waters.

Our trip was 10 days fishing the NW Scottish waters specifically for blue ling in up to 800 fathoms of water using 2,400 metres warp with 2,000 hp to tow. There is no evidence of British fishing activity in this area and we constantly asked whether Britain possessed a distant water fleet at all.

The grossings for this average trip amounted to approximately £25,000. Had the boat been based at Grimsby, reliable sources inform you that something in the region of £40,000 would have been realised.

These boats are making yearly grossings of £800,000 to £700,000, showing this fishery to be a lucrative one.

The question in my mind is why are the British distant water fleet submitting to unemployment when there seems to be a gap in our doorstep?

DONAL BOX, c/o Auberge de Junneuse, Rue du Fes, Rue Schoelcher, 58100 Lorient, France.



Anchor-seiners blocking Grimsby fish docks as they wait for gales to clear up.

ANCHOR-SEINER skipper from Grimsby are having a terrible struggle to keep the Humber port supplied with fish because of a series of gales and storms. These ruined fishing through much of the final fortnight of March.

High winds gusting up and down the North Sea almost brought fishing to a standstill.

Last week several vessels returned to port light, one or two with storm damage, whilst others landed only tiny catches.

Among these were Queenie S. with 12 kits, Genevieve 33 and Mary Ronn, 24. Altogether there were nine seiners which landed less than 100 kits apiece from trips varying between 16 and 21 days.

The bad weather again prevented many of the seiners and pair trawlers from putting to sea — and this is certain to affect supplies through early April at least, and possibly, longer.

In the middle of last week over 80 vessels lay in Grimsby fish docks iced-up and waiting to put to sea.

With berthing space at a premium parts of the fish docks resembled the port blockades of 1976. Many of the vessels had been waiting for nearly a fortnight to sail and when the strong south-westerlies finally fell away towards last weekend, there was a huge exodus of craft. Skipper Bill West of Hamling's Ejlens summed up the situation when he described a recent trip as a "non-stop battle against the elements."

The Bruce Anchor which won the design award.

PREPARING FOR A FISHERMAN'S YEAR

THE YEAR 1978 has been designated "Fishermen's Year". The aim of the Royal National Mission to Deep Sea Fishermen is to draw attention to the welfare of the na-

which have indicated they will take part in promotional activities are: The British Fishing Federation, White Fish Authority, Fisheries Organisation Society, National Maritime Museum, National Federation of Fishermen's Organisations, and Scottish Fishermen's Federation.

Fishermen's Year also marks the completion of 100

years service to fishermen by the Royal National Mission to Deep Sea Fishermen. During these 100 years the mission has been actively concerned with the fishermen's social as well as spiritual welfare.

The mission is inter-denominational and has 20 centres at fishing ports providing many facilities to care for fishermen and their families.

Design award for anchor

AN EDINBURGH firm industry has won a design manufacturing anchors council award for widely used in the fishing engineering products.

The Bruce anchor was one of nine products in 108 entries given an award for "technical excellence."

The elegance of the one-piece casting impressed the Design Council's judging panel. Users unanimously agreed that its pleasing appearance and light weight gave little hint of its tremendous holding capacity in the most adverse offshore conditions.

The unusually high holding power of the anchor is due to the shank and fluke design which allows deep, stable penetration of the seabed.

Irrespective of its position when it lands on the seabed, when dragged the anchor orientates to its normal working attitude and buries even with its cable at an angle of 30 deg. to the seabed.

All the award winning products will be featured in an exhibition at The Design Centre, London, from May 22-June 24, 1978, and at the Scottish Design Centre, Glasgow, from July 17, until August 13, 1978.

The manufacturers and designers of the award winning products will be presented with certificates by HRH The Duke of Edinburgh at a special ceremony on Wednesday, May 31, in the Glasgow City Chambers, Glasgow.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£41,680: *Boston Keirel*, Boston (Sk. R. Stoneham), 1,539 k, NC, 23 days.

Middle water
£30,558: *Ross Lynx*, BUT (Sk. D. Scott), 923 k, WC, 18 days.
£30,275: *Ross Kelly*, BUT (Sk. B. McCall), 1,075 k, WC, 16 days.
£30,162: *Ross Juno*, BUT (Sk. J. Waddington), 1,104 k, WC, 16 days.

£28,257: *Ross Cheetham*, BUT (Sk. T. Ross), 894 k, WC, 18 days.
£28,134: *Ross Cougar*, BUT (Sk. J. Jensen), 807 k, WC, 16 days.

North Sea
£6,172: *Tom Grant*, Lindsey (Sk. R. Sinclair), 182 k, NS, 9 days.
£3,009: *Lemberg*, Lindsey (Sk. H. Pexman), 84 k, NS, 5 days.

Solinas
£6,763: *Genara*, Sleight (Sk. W. Murray), 160k, NS, 15 days.
£5,055: *Limandra*, Consol (Sk. D. Rose), 122k, NS, 20 days.
£4,767: *Anne Scott*, Jubilee (Sk. M. Dam), 141k, NS, 24 days.
£4,551: *Christiansburg*, Consol (Sk. E. Dam), 134k, NS, 20 days.
£4,447: *Bellona*, Consol (Sk. A. Thinnesen), 115k, NS, 20 days.
£4,401: *Falkenberg*, Consol (Sk. J. Carson), 112k, NS, 15 days.
£4,177: *Iysa*, Hamling (Sk. D. Sorenson), 99k, NS, 19 days.

Pair teams
£14,919: *Jean Scott* (Sk. P. Scott), 556k, and £14,484: *Golden Venture*, (Sk. A. G. Pulfrey), 482k, both John R., NS, 19 days.
£8,197: *Athabasca*, (Sk. A. Albrechtsen), 243k, and £7,740: *Trendsetter*, (Sk. W. Christie), 211k, both John R., NS, 19 days.

245k, both Danbrit, NS, 21 days.
£7,495: *Ashby*, (Sk. G. Tyrell), 237k, and £7,280: *Dawn Waters*, (Sk. C. Spall), 263k, both Sleight, NS, 21 days.

FLEETWOOD
Homewater
£45,353: *Drake*, French vessel, 1,850 kits.
£29,214: *President Calvez*, French vessel, 963 kits.
£10,554: *Resolute*, Ward (Sk. J. Wright), 299 kits, 15 days.
£9,002: *Wyre Vanguard*, Wyre (Sk. J. Newham), 355 kits, 14 days.
£4,649: *Charmor*, Hewett (Sk. O. Jensen), 119 kits.

Pair teams
£19,654: *Idena* (Sk. G. Wignall), 614 kits, and £14,506: *Norina* (Sk. W. Reader), 456 kits, both Marr, 15 days.

ABERDEEN
£24,432: *Grampian Chieftain*, North Star (Sk. R. Leiper), 1,086 kits, Shetland, 15 days.
£25,610: *Pindarus*, BUT (Sk. J. Glasgow), 1,032 kits, Shetland, 15 days.
£27,784: *Glen Carron*, Marr (Sk. J. Taylor), 728 kits, WS, 13 days.
£18,437: *Ross Heron*, BUT (Sk. W. Gardner), 600 kits, WS, 12 days.
£15,878: *Ben Lora*, Irvin (Sk. C. Robertson), 560 kits, WS, 14 days.
£15,479: *Ashlea*, BUT (Sk. T. Young), 484 kits, Shetland, 12 days.

LOWESTOFT
£15,402: *St. Phillip*, East Coast (Sk. T. Martin), 692k, 15 days.
£12,715: *St. Patrick*, East Coast (Sk. D. Beaford), 459k, 12 days.
£12,112: *Bentley Queen*, Talisman (Sk. K. Bridge), 410k, 12 days.
£11,697: *Bolton*, Queen, Talisman

(Sk. D. Smith), 396k, 11 days.
£11,211: *St. Luke*, East Coast (Sk. B. Bowler), 357k, 12 days.
£10,972: *St. Georges*, East Coast (Sk. J. Gallagher), 386k, 12 days.

HULL
£66,887: *St. Dominic*, Hamling (Sk. D. Platten), 2,035 kits, NC, 23 days.
£62,268: *Arctic Cavalier*, Boyd (Sk. P. Garner), 2,222 kits, NC, 23 days.
£61,948: *St. Giles*, Hamling (Sk. J. Humphries), 1,970 kits, NC, 25 days.

£44,511: *Arctic Vandal*, Boyd (Sk. C. Pitts), 1,360 kits, NC, 24 days.
GRANTON
£18,400: *Arctic Invader*, Liston (Sk. J. Robb), 821 cwt., NS/WC, 12 days.

£13,486: *Arctic Attacker*, Liston (Sk. B. McPherson), 575 cwt., WC, 12 days (at Troon).

NORTH SHIELDS
£25,118: *Ben Edra*, Irvin (Sk. R. Palmer), 61,536 cwt. 13 days.
£27,874: *Ben Meidie*, Irvin (Sk. P. Allen), 54,830 cwt. 11 days.

£13,662: *Ben Glas*, Irvin (Sk. S. Shearer), 25,476 cwt. 9 days.
£7,283: *Fruitful Harvest*, Cayle (Sk. C. Horn), 13,150 cwt. 3 days.
£5,172: *Starella*, Irvin (Sk. T. Thompson), 8,390 cwt. 3 days.

MILFORD
£4,386: *Picton Sealion*, Norrard (Sk. N. Phillips), 92 kits, 13 days.
£3,777: *Bryher*, Norrard (Sk. A. James), 73 kits, 13 days.
£3,656: *Norrard Star*, Norrard (Sk. J. Rogers), 76 kits, 13 days.
£3,548: *Picton Sea Eagle*, Norrard (Sk. B. Salter), 73 kits, 13 days.

KEY: B1 Sea Island; B2 Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NF Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westcoast; WC West Coast; WS White Sea; Sk Skipper; k kits; o owt; kg kilo.

PORT MARKETS

FRIDAY, MARCH 31 DUBLIN

Prices: salmon £1.60/£2.00; prawns, 40p/50p; black sole, £1.40/£1.50; slaps, 45p; cod, 24p/27p; codling, 20p; black pollock, 14p/16p; whiting, 22p/26p; large plaice, 43p/45p; small, 67p; per lb.

MONDAY, APRIL 3 MILFORD HAVEN

125 kits from two boats. Prices: brill, £70; turbot, £100; sole, £170; slaps, £1.10; longones, £95; large plaice, £40; small, £35; lemon sole, £45; medium cod, £31; codling, £27/£31; whiting, £16; large ray, £15; medium, £45; small, £35; per kit.

FLEETWOOD

Prices: English shof cod, £12/£14; haddock, £13/£15; dogfish, £14/£16; ling, £27/£29; coley, £14/£16; raker, £10/£14; plaice, £41; whiting, £29/£30; per stone.

GRIMSBY

A fair supply of 4,731 kits from 17 boats met a good demand. Prices: shof cod, £1.20/£1.25; codling, £1.50/£1.70; medium, £1.50/£1.80; small, £1.20/£1.30; large plaice, £1.30/£1.40; medium, £1.30/£1.40; best small, £1.30/£1.40; medium, £1.30/£1.40; per stone.

HULL

2,112 kits from one distant water vessel. Price ranges per 100k kit, heads on: shof cod, £3.65/£3.80; average, £3.20/£3.40; shof codling, £2.70/£2.85; shof haddock, £3.20/£3.40; shof ling, £3.20/£3.40; shof plaice, £3.20/£3.40; shof sole, £3.20/£3.40; shof turbot, £3.20/£3.40; shof whiting, £3.20/£3.40; shof dogfish, £3.20/£3.40; shof ray, £3.20/£3.40; shof skate, £3.20/£3.40; shof monkfish, £3.20/£3.40; shof haddock, £3.20/£3.40; shof ling, £3.20/£3.40; shof plaice, £3.20/£3.40; shof sole, £3.20/£3.40; shof turbot, £3.20/£3.40; shof whiting, £3.20/£3.40; shof dogfish, £3.20/£3.40; shof ray, £3.20/£3.40; shof skate, £3.20/£3.40; shof monkfish, £3.20/£3.40; shof haddock, £3.20/£3.40; shof ling, £3.20/£3.40; shof plaice, £3.20/£3.40; shof sole, £3.20/£3.40; shof turbot, £3.20/£3.40; shof whiting, £3.20/£3.40; shof dogfish, £3.20/£3.40; shof ray, £3.20/£3.40; shof skate, £3.20/£3.40; shof monkfish, £3.20/£3.40; shof haddock, £3.20/£3.40; shof ling, £3.20/£3.40; shof plaice, £3.20/£3.40; shof sole, £3.20/£3.40; shof turbot, £3.20/£3.40; 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